

CALIFORNIA STATE RAILROAD MUSEUM

SELF-GUIDED TOUR

STOP 1

(Next to the surveyor's tent in the Sierra Scene)

DIRECTIONS....

While standing in place spend a second or two looking around this large room. You should be able to identify the locomotive Central Pacific No. 1 "Governor Stanford". The snowshed and Chinese mannequins are located on the far wall.

Without moving read the following information:

INFORMATION...THE **"GOVERNOR STANFORD"** IS THE FIRST STEAM LOCOMOTIVE PURCHASED BY THE CENTRAL PACIFIC RAILROAD. THE ENGINE WAS BUILT IN 1862 BY THE NORRIS LOCOMOTIVE WORKS OF PHILADELPHIA, PENNSYLVANIA AND WAS SHIPPED AROUND THE HORN TO SACRAMENTO IN 1863.

AS YOU LOOK OVER THE TOP OF THE "GOVERNOR STANFORD" YOU WILL NOTICE THE MANNEQUINS ON THE FAR WALL. THESE REPRESENT THE MORE THAN 12,000 **CHINESE LABORERS** WHO HELPED CONSTRUCT THE WESTERN PORTION OF THE TRANSCONTINENTAL RAILROAD.

THE SIERRA CROSSING OF THE **CENTRAL PACIFIC RAILROAD** WAS THE DREAM OF A MAN NAMED **THEODORE JUDAH**.

THE GROUP THAT JOINED TOGETHER TO MANAGE THE PROJECT WAS CALLED **THE BIG FOUR**, CONSISTING OF **LELAND STANFORD**, **CHARLES CROCKER**, **MARK HOPKINS** AND **COLLIS P. HUNTINGTON**.

QUESTION: Do you know what railroad company built the eastern portion of the transcontinental railroad?

ANSWER: THE UNION PACIFIC

DIRECTIONS.... Please walk on to Stop 2.

STOP 2

Just to the front of Virginia & Truckee Engine No. 12 "Genoa"

DIRECTIONS....

You are now standing in the museum's great hall. Before moving on take a moment to look around. Do you see the train crossing above on the trestle at the far end of the hall?

INFORMATION... IMMEDIATELY TO YOUR LEFT IS ANOTHER EARLY "AMERICAN" TYPE LOCOMOTIVE, THE **"GENOA"**. BUILT IN 1873 BY THE BALDWIN LOCOMOTIVE WORKS. FOR NEARLY THIRTY YEARS IT HAULED CRACK PASSENGER TRAINS AND OCCASIONAL FREIGHT TRAINS FOR THE VIRGINIA & TRUCKEE RAILROAD COMPANY BETWEEN VIRGINIA CITY AND RENO, NEVADA.

THE "GENOA" IS DISPLAYED CROSSING A CIRCA 1888 CAST IRON BRIDGE.

QUESTION: What is the wheel arrangement of an American type Engine?

ANSWER: 4-4-0, FOUR PILOT WHEELS, FOUR DRIVERS AND NO TRAILING TRUCK WHEELS

QUESTION: What is cast iron?

ANSWER: MOLTEN IRON THAT IS POURED INTO A SAND MOLD.

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DIRECTIONS.... Before moving on notice the difference in size between the "Genoa" and the V & T Combine No. 16 on your left and the smaller size cars on your right. The equipment to your left is standard gauge, to the right narrow gauge.

QUESTION: What is standard gauge?

ANSWER: TRAINS THAT RUN ON TRACK THAT MEASURES 4 FEET 8 1/2 INCHES BETWEEN THE RAILS. THIS MEASUREMENT CAME FROM ENGLISH RAILROADS BUT PROBABLY ORIGINATED IN ROME OR BEFORE, EARLY ROMAN CHARIOTS BEING 4 FEET 8 1/2 INCHES BETWEEN THEIR WHEELS.

QUESTION: What is narrow gauge?

ANSWER: NARROW GAUGE HAS TRACK WITH RAILS THAT MEASURE LESS THAN 4 FEET 8 1/2 INCHES. AMERICAN NARROW GAUGE TRAINS NORMALLY RUNS ON RAILS THAT ARE 3 FEET APART. THIS IS QUITE USEFUL IN MOUNTAINOUS TERRAIN WHERE CLEARANCES ARE TIGHT. RUSSIA HAS WIDE GAUGE WHICH IS 5 FEET BETWEEN THE RAILS.

DIRECTIONS.... Now move down alongside the "Genoa" and cross over and pass between the combine car "Monterey and Salinas Valley No. 1" and the coach car Nevada Central No. 3 "Silver State".

***Note:** As you pass between the two cars, take a peek at the beautiful decorative artwork found inside the cars.*

STOP 3 (In front of the figures in the People Gallery)

DIRECTIONS... Face the train stations.

INFORMATION... NOTICE THE TWO DIFFERENT ARCHITECTURAL STYLES OF THE STATION FACADES LOCATED AGAINST THE BACK WALL. THE 4/5 SCALE, TWO STORY STRUCTURE TO YOUR RIGHT WAS AND IS STILL TYPICAL OF THOSE FOUND ALONG THE SOUTHERN PACIFIC LINES THROUGHOUT THE WEST. UPSTAIRS IT CONTAINED LIVING QUARTERS FOR THE STATION MASTER. ON THE GROUND FLOOR WAS A WAITING ROOM, TICKET OFFICE AND BAGGAGE/FREIGHT HANDLING FACILITIES.

THE MISSION REVIVAL STYLE TO YOUR LEFT WAS A LITTLE MORE OPULENT AND FOUND IN LARGER CITIES, ESPECIALLY IN SOUTHERN CALIFORNIA.

DIRECTIONS... Now turn in place so you can view the people mannequins. These mannequins depict the various types of people who work for the railroads.

DIRECTIONS... Now move up the steps to visit the "Gold Coast".

STOP 4 (In front of text for "Gold Coast" at top of steps)

DIRECTIONS... Read the exhibit text then move along the car looking at the

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car's interior.

Do you see anything that looks familiar? Kitchen? Bath? Living Room?

During the early part of the 1900's until commercial airlines and private airplanes came along in the 1930's, it was common for wealthy people to travel in such cars as the "Gold Coast".

QUESTION: Are there cars such as this around today?

ANSWER: YES, SOME OWNED BY INDIVIDUALS, OTHERS AVAILABLE FOR CHARTER.

DIRECTIONS... Proceed down the "Gold Coast" stairs and up the stairs to the Refrigerator Car, Fruit Growers Express No. 35832.

STOP 5 (inside the Refrigerator Car)

DIRECTIONS... Take the time to watch the automatic slide show.

INFORMATION.. REFRIGERATOR CARS SUCH AS THIS ONE PLAYED A VERY IMPORTANT ROLE IN THE DEVELOPMENT OF CALIFORNIA'S AGRICULTURE BUSINESS. THESE CARS OFFERED FARMERS A MEANS TO SHIP PERISHABLE COMMODITIES SUCH AS FRUITS, VEGETABLES AND MEAT TO VARIOUS LOCATIONS THROUGHOUT THE UNITED STATES. AS ONE CAN IMAGINE, WITHOUT THESE CARS, EVERYTHING HAD TO BE SOLD AND CONSUMED LOCALLY.

THOUGH MOST PRODUCE AND MEATS ARE HANDLED THESE DAYS BY COMMERCIAL TRUCKERS, REFRIGERATOR CARS SUCH AS THIS MAY STILL BE FOUND PLYING THE VARIOUS RAILROADS. TODAY THEY ARE COOLED MECHANICALLY RATHER THAN WITH ICE SUCH AS THIS CAR. ICING STATIONS WERE SITUATED AT VARIOUS LOCATIONS.

QUESTION: What is a fruit block?

ANSWER: A TRAIN CONSISTING ONLY OF REFRIGERATOR CARS.

DIRECTIONS... Upon exiting the refrigerator car you might try your hand at one of the board games. Then proceed on to Stop 6, ahead to your right.

STOP 6 (Just in front of the benches in the Roundhouse)

DIRECTIONS... Look around at how the various pieces of equipment are situated. Do you see the **smoke collectors** hanging from the roof?

INFORMATION.. THIS GALLERY IS PATTERNED AFTER A TYPICAL RAILROAD ROUNDHOUSE. STRUCTURES SUCH AS THESE FUNCTIONED AS GARAGES WHERE ENGINES COULD BE HOUSED AND MAINTAINED. THE SMOKE COLLECTORS FUNNELED EXHAUST GASES TO THE OUTSIDE WHILE PITS SUCH AS THAT YOU SEE IN FRONT OF

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YOU WERE USED TO WORK ON THE UNDERSIDE OF LOCOMOTIVES.

Note: *Can you imagine what it would be like to work in a roundhouse full of steam engines--the sights, sounds and smells?*

DIRECTIONS... Against the wall to your right is the sleeping car **"St. Hyacinthe"** which you may go on board.

INFORMATION.. THE "ST. HYACINTHE" IS A CANADIAN NATIONAL RAILWAYS SLEEPING CAR WITH ACCOMMODATIONS PATTERNED AFTER CARS BUILT BY THE PULLMAN CORPORATION. DURING THE DAY YOU WOULD SIT IN REGULAR SEATS. AT NIGHT THE SEATS WOULD FOLD DOWN AND BE TURNED INTO A BED. ABOVE THE SEATS WAS ANOTHER COMPARTMENT THAT COULD BE PULLED DOWN TO FORM ANOTHER BED. WHILE THIS TYPE OF CAR IS NOT FOUND IN REGULAR SERVICE ANY MORE, YOU MAY STILL SLEEP ON BOARD A TRAIN WHEN YOU TRAVEL BY AMTRAK.

NOTE: *There is docent on board the "St. Hyacinthe" who will be glad to furnish you with additional information.*

DIRECTIONS.. Proceed over to the steam engine **Atchison Topeka & Santa Fe No. 1010.** Read the descriptive text then about Death Valley Scotty then tour through the engine's cab. Can you find the brakestand, the reversing level, and the throttle?

Upon exiting the No. 1010, walk down the steps into the pit and look at the engine's undercarriage. Notice how the engine's wheels ride on the rails.

DIRECTIONS... After exiting the pit proceed to Stop 7 as indicated on the map.

STOP 7 (in front of glass roundhouse doors)

DIRECTIONS... As you stand in front of the doors look at the pit and turntable you will notice how an engine can approach the turntable from the main track in the background, be turned and positioned to be moved into the roundhouse on any one set of tracks. This graphically demonstrates why roundhouses are laid out fan style.

When you finish looking at the turntable, turn and move along the left hand side of the **S.P. 6051** engine behind you to the opposite side of the roundhouse. Stop in front of steam engine exhibitry.

DIRECTIONS.... When finished at this exhibit move your group to Stop 8 which is located on floor level next to the mail stand and bag, adjacent to the Railway Post Office car.

STOP 8 (on floor level next to Railway Post Office car side door).

DIRECTIONS... Look at the stand, mailbag and **Great Northern No. 42 Railway Post Office car.**

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INFORMATION.. WHEN REGULAR STOPS WERE NOT MADE MAIL WAS TRANSFERRED TO A PASSING R.P.O. CAR BY USE OF THE STAND IN FRONT OF YOU. THE CONCEPT IS SIMPLE. THE MAIL BAG WAS HUNG AS DEMONSTRATED. AS THE TRAIN SPED PAST AN ON-BOARD MAIL CLERK WOULD SWING THE PICK-UP ARM OUT (YOU SEE IT LOCATED ACROSS THE OPEN DOOR) AND CATCH THE BAG IN THE SMALL NOTCH AT THE REAR OF THE HOOK. THE BAG WAS THEN BROUGHT ON BOARD. AT THE SAME TIME THE PICK UP WAS BEING MADE THE OUTGOING MAIL SACK WAS LITERALLY KICKED OFF THE CAR. INCOMING MAIL WAS THEN SORTED ON BOARD THE CAR AS THE TRAIN PROCEEDED ON ITS WAY.

BY UTILIZING CARS SUCH AS THIS ONE, MAIL WAS SORTED AND MOVED FROM ONE PART OF THE UNITED STATES TO ANOTHER FOR OVER 113 YEARS, BETWEEN 1864 AND 1977.

DIRECTIONS... Now go around and enter the R.P.O. car. Look at the various mail sacks hanging from metal racks, sorting boxes and bins. If you have any questions ask the docent who is stationed on board the car.

QUESTION: Why was a mail slot located on the side of the R.P.O. car? (You will see this upon exiting the R.P.O. car and collecting in a group next to the "St. Hyacinthe").

ANSWER: THE SLOT WAS UTILIZED A REGULAR MAIL DROP WHEN THE TRAIN WAS STOPPED AT A TRAIN STATION.

QUESTION: How many clerks were required to staff a Railroad Post Office car?

ANSWER: 12 to 15

DIRECTIONS... After exiting the R.P.O. car you will next be going on board the A.T. & S.F. Dining Car No. 1474 **"The Cochiti."**

INFORMATION.. NAMED FOR A 1,000 YEAR OLD INDIAN PUEBLO IN NEW MEXICO, "THE COCHITI" WAS BUILT FOR SANTA FE'S FIRST STREAMLINED STAINLESS STEEL TRAIN, THE LOS ANGELES TO CHICAGO **SUPER CHIEF**--AT&SF'S LUXURY FIRST CLASS PASSENGER TRAIN. ABOARD THIS DINING CAR, ATTENTIVE WAITERS SERVED TENS OF THOUSANDS OF GOURMET MEALS ON THE **SUPER CHIEF'S** DISTINCTIVE "MIMBRENO" CHINA TO SATISFIED PASSENGERS. "THE COCHITI" WAS IN USE ON THE AT&SF **GRAND CANYON** BEFORE IT WAS RETIRED IN 1948. SOLD TWO YEARS LATER BY SANTA FE, THE DINER WAS BRIEFLY A RESTAURANT IN TEA, SOUTH DAKOTA.

Note: As you walk through this car observe the exhibits of China patterns of the famous 'Name trains' from the 1940's. Docents will be on duty to answer questions and demonstrate the dining chimes. You may also glimpse into the kitchen or galley area where all meals were prepared.

NOTE: After visiting the "Cochiti" you may wish to climb the stairs located directly behind the car's exit platform to see the Toy Train Operating Society's toy train exhibit. There is also a narrow gauge train on the second level which might be of interest.

When finished on the second level go back down the stairs and proceed to stop 9 which is located in front of the Mirror Volume ("Empire").

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STOP 9 (in front of "Empire")

INFORMATION... FROM THIS POINT YOU CAN LOOK BACK AT THE DIMINUTIVE STEAM LOCOMOTIVE SOUTHERN PACIFIC No.1, C. P. HUNTINGTON." THIS 4-2-4T ENGINE WAS BUILT IN 1863 BY THE BALDWIN CORPORATION. IT WAS THE THIRD ENGINE PURCHASED BY THE CENTRAL PACIFIC RAILROAD AND THE FIRST BY THE SOUTHERN PACIFIC RAILROAD.

COMPARE THE "C. P. HUNTINGTON" WITH THE HUGE CAB FORWARD ENGINE, SOUTHERN PACIFIC No. 4294. IT IS A 4-8-8-2 ARTICULATED TYPE ENGINE. DEVELOPED AROUND 1909 THIS TYPE LASTED UNTIL 1958. THE ONE YOU ARE LOOKING AT IS THE LAST ONE IN EXISTENCE.

THE CAB FORWARD ACTUALLY RAN BACKWARD--THIS ALLOWED THE ENGINEER AND FIREMAN TO BE IN FRONT OF THE EXHAUST GASES AS THE ENGINES WENT THROUGH SNOW SHEDS AND TUNNELS. THESE ENGINES WERE PRIMARILY USED ON ROUTES CROSSING THE SISKIYOU MOUNTAINS, THE SIERRA NEVADA MOUNTAINS AND OVER THE TEHACHAPI LOOP.

QUESTION: Who was C. P. Huntington?

ANSWER: Remember, he was one of the Big Four.

DIRECTIONS.... Take a quick look at the **Virginia & Truckee No. 13 "Empire"** locomotive then proceed on to Stop 10.

STOP 10 (in front of the Thomas Hill painting "The Last Spike".) **THIS IS YOUR LAST STOP BEFORE EXITING.**

DIRECTIONS... Stand in front of the painting. By reading the descriptive text you will be able to identify such important people as Theodore Judah, Charles Crocker, and C. P. Huntington.

INFORMATION.. THE PAINTING WAS COMMISSIONED BY LELAND STANFORD TO COMMEMORATE THE JOINING OF THE RAILS AT **PROMONTORY, UTAH, MAY 10, 1869.**

THE PAINTING DEPICTS THE CULMINATION OF A MIGHTY EFFORT THAT FIRMLY TIED THE NATION TOGETHER, EAST TO WEST, AND IN SO DOING, SET IN MOTION THE EVENTS THAT LEAD TO THE DEVELOPMENT OF THE WEST-- PARTICULARLY CALIFORNIA--AND, IN TIME, MADE THE UNITED STATES A WORLD POWER.

DIRECTIONS... From here proceed to one of the exits indicated on the map.

*Books, postcards and souvenirs may be purchased
at the Museum Store in the front lobby.*

We hope you have enjoyed your visit to the
California State Railroad Museum. Please come again.